



Heavy Vehicle National Law

Heavy Vehicle Stated Maps – Amendment Notice 2018 (No.4)

1 Authorising provision

(1) This Notice is made under:

- a) Section 174 of the Heavy Vehicle National Law as applied in each participating jurisdiction; or
- b) Section 175 of the Heavy Vehicle National Law as applied in each participating jurisdiction; or
- c) Section 18 of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation as applied in each participating jurisdiction.

2 Purpose

(1) The purpose of this Notice is to amend stated maps for vehicles at the request of road managers.

3 Commencement Date

- (1) Amendments made under s175 take effect immediately; and
- (2) Amendments made under any other provision take effect 28 days after publication.

4 Title

(1) This Notice may be cited as the Heavy Vehicle Stated Maps – Amendment Notice 2018 (No.4).

5 Application

(1) This Notice applies in all participating jurisdictions.

6 Amendments

(1) The specified networks in Column 2 of Schedule 1 to this Notice are amended as specified in Column 4 for the Road Manager's reasons shown in Column 5.

Dated: 20 September 2018

Roger Garcia
Manager Network Access
National Heavy Vehicle Regulator

Schedule 1: Table of Amended Routes

COLUMN 1 Authorising Provision	COLUMN 2 Network	COLUMN 3 Locality	COLUMN 4 Changes to Route	COLUMN 5 Road Manager Reasons for Change
s174 HVNL	Queensland 23m B-Double 25/26m B-Double Type 1 Road Train (up to 36.5m)	Theodore	Remove the following roads: The Boulevard (from Eleventh Avenue to Fifth Avenue) Fifth Avenue (from The Boulevard to Partridge Drive)	The existing gazetted HV route through the township is not suited to Class2 heavy vehicles; the route is past the Theodore School and also contains a small roundabout that cannot be negotiated by large vehicles. As per Division 3 of Part 4.7 of the HVNL. In accordance to — (a) has posed, or is likely to pose, a significant risk to public safety arising from heavy vehicle use that is incompatible with road infrastructure or traffic conditions. Alternative Route proposed: Eleventh Street (from Partridge Drive to The Boulevard), Walloon Street (from Eleventh Street to Partridge Drive), Partridge Drive (from Walloon Street to Fifth Avenue)
s174 HVNL and s18MDLR	Victoria HML B-Double	Poowong North	Remove the following road: Timms Road (from Drouin - Korumburra Road to Baw Baw Shire Council boundary at Lang Lang River)	The Council bridge at Pheasant Creek has been assessed as sub-standard and only appropriate for vehicles up to 30 tonne. Accordingly Council will be installing a load limit on this bridge of 30 tonne. Hence bridge is unsuitable for B-Double combination.
s174 and s175 HVNL	New South Wales All Heavy Vehicle Network Maps	Lowanna Karangi	Add Restriction (No access to vehicles exceeding General Mass Limits) on the following bridges: Little Nymboida Timber Bridge on Eastern Dorrigo Way (Over Little Nymboida River) Lees Timber Bridge on Coramba Road (Over Poperaperan Creek)	The load capacity of the bridges is lower than the capacity required supporting over mass vehicles. Council is undertaking investigations to confirm if further restrictions are required and further restrictions may be applied in the future. A speed restriction will be applied immediately and remain in place until the results of the investigations are known. <i>Note: immediate suspension of this route under s175 takes effect immediately upon publication of this Notice.</i>

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s174 HVNL	New South Wales 25/26m B-Double	Yarrowitch	Kangaroo Flat Road (from The Bicentennial National Trail to the end of road) Blomfield Road (from Kangaroo Flat Road to the end of road)	<p>The use of b-doubles and the excessive brake force required on the steep inclines continues to impact Council infrastructure in this regional area.</p> <p>The use of b-doubles poses a risk to public safety due to their inability to stop in a reasonable on the steep inclines, coupled with a narrow road.</p>
s174 HVNL	New South Wales 25/26m B-Double 4.6m High Vehicle	Temora	Polaris Street (between Hoskins Street and Kitchener Road)	<ul style="list-style-type: none"> • Densely populated urban street where heavy vehicle use is likely to cause noise, leading to a potentially adverse effect on the surrounding community. • Traffic conditions require potential intermittent stopping/starting of traffic due to high levels of urban driveways. This condition lends itself to an environment incompatible for heavy vehicle use and has the potential to adversely impact public safety. • Dead end route with no provision for turning around • No identified business will be impacted and alternative routes are available in these areas.

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s174 HVNL	New South Wales 25/26m B-Double 4.6m High Vehicle	Temora	Gallipoli Street (between Burley Griffin Way and Loftus Street)	<ul style="list-style-type: none"> • Densely populated urban street where heavy vehicle use is likely to cause noise, leading to a potentially adverse effect on the surrounding community. • Restricted pavement formation between kerbs, which when accessed by heavy vehicles is likely to cause damage to road infrastructure, in particular shoulder damage. • Traffic conditions require potential intermittent stopping/starting of traffic due to high levels of urban driveways. This condition lends itself to an environment incompatible for heavy vehicle use and has the potential to adversely impact public safety. • Intersection between Burley Griffin Way and Gallipoli Street is not suitable for B-Double operation. • Dead end route with no provision for turning around. • No identified business will be impacted and alternative routes are available in these areas.
s174 HVNL	New South Wales 25/26m B-Double 4.6m High Vehicle	Temora	Sharpe Street (between Austral Street and Britannia Street)	<ul style="list-style-type: none"> • Restricted pavement formation between kerbs, which when accessed by heavy vehicles is likely to cause damage to road infrastructure, in particular shoulder damage. • Dead end route with no provision for turning around. • No identified business will be impacted and alternative routes are available in these areas.
s18MDLR	New South Wales HML Short combination HML 25/26m B- Double	Temora	Airport Road (between Goldfields Way and Bartondale Road)	The road structure is reaching its lifespan cycle and the council would like to extend the existing road condition to keep B-Doubles operating rather than removing this route. Access to this road at GML will be retained.

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s18MDLR	New South Wales HML Short combination HML 25/26m B- Double	Temora	Loftus Street (between Hoskins Street and Milvale Road)	<ul style="list-style-type: none"> • Densely populated urban street where heavy vehicle use is likely to cause noise, leading to a potentially adverse effect on the surrounding community. • Traffic conditions require potential intermittent stopping/starting of traffic due to high levels of urban driveways. This condition lends itself to an environment incompatible for heavy vehicle use and has the potential to adversely impact public safety. • No identified business will be impacted and alternative routes are available in these areas.
s174 HVNL	New South Wales Type 1 Road Train (up to 36.5m)	Temora	Coolamon Road (between Goldfields Way and Mimosa Station Road)	<ul style="list-style-type: none"> • Not a through route no provision for turning around. • Infrastructure does not support road train operation without further access conditions. Council manages road train access to this route on a permit basis.